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val between the retirement of Washington from the army and the opening of the Revolutionary War. We deem it unnecessary to make any extracts from the correspondence, as specimens of its style or substantial character. It is more valuable as materials for history, and as illustrating the character of the writer, than from the intrinsic interest of the contents, which relate in general to matters of mere detail. It has all the prominent qualities of the subsequent revolutionary correspondence, and exhibits a complete maturity of mind, as well as style. The latter was probably somewhat improved by revision at a later period of life. With cordial thanks to the Editor, for his indefatigable and well-directed labors, we take our leave, for the present, of this collection, to which we shall probably take occasion to invite the attention of our readers again,—perhaps more than once,—before its final completion.

ART. X.—*Temperance.*

Fifth Annual Report of the New York State Society for the Promotion of Temperance, presented by the Executive Committee, Feb. 25, 1834.

IN our number for January, 1833, we submitted some remarks to our readers, on the subject of Temperance. We expressed the opinion, at that time, that, for obvious reasons, the great work of producing a general reform in the matter of intemperance, was ‘likely to become, to a certain extent, a *standing duty of good men*; a work, however successful, which must be always doing, and never wholly done.’ We are disposed to repeat this remark, at the present time, as one of still pertinent application. We do not know that there is any perceptible relaxation of the zeal, with which this subject was taken up, a few years since,—we have noticed no such relaxation. Should it manifest itself in any quarter, it must be considered as a perfectly natural occurrence, for the ardor, with which novelties of all kinds are taken up and pushed forward, is, with that part of the community who are caught with *mere* novelty, naturally followed by indifference, when the novelty is worn off. There is a class of pioneers in the world of benevolence and public spirit, as in the Western

territory, who, by the time the fields are beginning to open to the sun,—and while the tall black trunks are still standing,—fly forward to subdue some farther forest, still more remote from the haunts of men. But they are the most useful laborers in a great cause, who adhere to it when novelty is over,—pursue it when the *éclat* of a popular wonder is past,—cherish it, when perhaps a partial reaction, in what is called public sentiment, comes on,—and clear it from the prejudice which results to it, in consequence of the abuses, evils, mistakes, and untoward incidents, which beset all human things, and seldom fail to develope themselves, in company with the benefits and blessings of great moral changes.

Our remarks in January, 1833, were drawn out, by one of the annual Reports of the New York State Temperance Society. By again making the record of its proceedings the text of a few observations, we intend no invidious preference of its agency, over that of the other associations for the same object, in the United States, from the American Temperance Society down to the smallest village Union ; which have, as far as we are acquainted with them, all deserved nobly of the cause of humanity. In the motives of those, who take the lead in these institutions, or swell the ranks, we suppose there is the average amount of human infirmity,—in their measures, the average mixture of discretion and imprudence,—in the estimates of the effects produced, the average compound of truth and over-statement. If we insist on waiting to commence the reform of great evils, till we can find men and societies, of whom these same remarks cannot be made, we shall wait till this state of probation is over, and humanity, with all its capacities, imperfections, evils, and modes of discipline, is resolved into a different state of being. If we give as a reason for not countenancing a great work of reform for the extirpation of a crying evil, that those who are engaged in the work are not free from the imperfections of humanity ;—that its first subjects, in ceasing to be the victims of the evil, do not become saints,—that some of those, who enlist in the cause, are mercenaries, or that some others become deserters,—or, that, while a vigorous remedy is applied to the main evil, other shades of evil or inconveniences have crept in, we show a great degree of simplicity or insincerity ; for these objections would suspend all effort, individual or social, to reform the most acknowledged evils.

Thus it is said, that of those, who have been led to abstain from the use of ardent spirit, under the influence of the Temperance reform, some consume a larger quantity of wine, or cider, or beer, or some other succedaneous intoxicating liquor, and that therefore the Temperance reform is not a sincere, thorough, honest work. But this is very unjust. A work may be sincere and honest, and yet not wholly effectual. Is there any thing perfect in human affairs? We suppose, as a political movement, the American Revolution was as honest, as any that is recorded in the world's annals. Was there not in its secret history and in its public transactions, we do not say the usual amount, but the usual mixture of selfishness and passion?—And suppose some individuals abandon rum, only to indulge in cider or wine, what then?—It cannot be supposed that all, or a very considerable portion of those, who pretend to have become temperate, are of this description; and therefore the fact amounts to no more than this, that some persons, who were thought to have abandoned a very pernicious habit, have substituted another quite bad, though less pernicious than the former. It does not touch the value of the reformation, where it is sincere and genuine. The benefits and the blessings of the reform are to the *individuals* who are the subjects of it; and where it is genuine and entire, it is not the less so, because in some other cases, there has been deception or backsliding.

Again, it is reform to abandon rum, even to take up cider, beer, or wine; for though these last, taken in sufficient quantities, are inebriating, yet it is not so easy to produce that effect by their use. To extirpate the use of rum is taking a great and important step, even for those who fly to some other stimulant; for there is no substitute, in which the poison can be had so cheap, so palatable, so highly concentrated. There is nothing so formidable as rum; a man cannot well change in this matter, without changing to advantage;—it is not possible, we believe, to go farther and fare worse.

The last annual Report of the New York State Temperance Society discloses a continued energy of purpose,—an increased operation of a very thoroughly organized social machinery,—and above all, a great enlargement of the sphere of operations through the press. The circulation of documents, effected by the Society, has risen from forty-eight thousand, which was the amount in the first and second years of the Society's ex-

istence, to more than four millions and a half, the past year. Of this prodigious circulation one half is gratuitous ;—that is, the expense of it is defrayed out of the Society's funds, or the donations of benevolent individuals, without any payment on the part of those who receive the publications.

Among the interesting statements contained in this Report, is that which relates to the testimony of physicians on the use of ardent spirits. In the course of the year 1833, more than fourteen hundred physicians, in different parts of the Union, have affixed their signatures to a declaration of the utter uselessness of ardent spirit, as a drink, as well as of its injurious effects upon the human system. This is attacking the use of spirit in one of its last strong holds. The idea that it is strengthening, cheering, bracing ;—that it does you good when you are very cold, or very warm, or drenched in rain, or parched with heat and dust ; or, what is the more common complaint, when you do not know exactly what is the matter, and think a little ardent spirit would do you good,—this idea tends greatly to perpetuate its use, and is one of the last prejudices to be shaken. The Faculty have rendered a valuable service, by the unanimity with which they have expressed themselves on this subject ; and their testimony is as creditable to the tone of moral conduct which actuates the profession, as it is valuable ; for of all the purveyors for the doctor, the rum bottle is unquestionably the most active and successful.

But it is to temperance on board our merchant ships, that we propose more particularly to call the attention of our readers, at this time, in connexion with the very interesting document on this subject, emanating from the Executive Committee of the New York State Temperance Society. On the 20th of March last, that Committee was directed to address the following questions to such ship owners, and ship masters, as would be best able to furnish the requisite information.

‘ 1. What is the name (or names) and tonnage of your ship (or ships), sailing on the temperance principle?

2. To what port (or ports) does she (or they) belong, if registered in different ports?

3. Of what number does the crew usually consist?

4. Did you formerly furnish ardent spirits, among your ship-stores ?

5. Do you think you ever derived any advantage from furnishing it?

6. If you do not furnish ardent spirits now to the men, what substitute, if any, do you use?

7. Is it your opinion, that, under any circumstances of storm, change of climate, or fatiguing service, your crews would endure more, suffer less, or perform greater labor with ardent spirit than without it?

8. In stormy weather, when tea and coffee cannot be prepared for the men, and their exertions are great and the different watches go off duty, cold and wet, to their berths, without ardent spirit, have you ever found any ill effect to arise, either to health or to habits of strict subordination?

9. If engaged in whaling, have you found any ill effects from not using spirits, especially in cutting up whales in latitudes, when the greatest activity is necessary, and the effluvia sickening?

10. Under such circumstances as are alluded to in the last question, what has been your practice in regard to refreshments for your men?

11. In either high or low latitudes, is it your experience that ardent spirit as a drink is necessary for either the health or comfort of sailors?

12. Will you add, by way of remark, any facts or circumstances within your own personal experience or knowledge, which you think will be of importance to the cause of temperance among seamen?'

These queries appear to have been addressed, under the direction of the Executive Committee of the New York State Temperance Society, in compliance with the wishes of the friends of the cause of temperance in Great Britain. The answers contain a mass of information of the highest interest, and we do not know that we can better employ our pages, than by laying some portions of it before our readers.

Mr. David M. Bunker commands the ship *Neva*, of New-York. Her crew usually consists of fifteen men, and spirit was formerly laid in among her stores, but is so no longer. Captain Bunker is of opinion, that he never derived any advantage from having it furnished to his men. He now sometimes furnishes coffee as a substitute. He answers the seventh question in the negative. In stormy weather, when hot tea and coffee cannot be prepared, he has given the men ginger and water. He answers the ninth and eleventh questions in the negative. The following interesting facts show, that he does not speak on the subject without the warrant of experience.

‘On the coast of Scotland, or rather off the Orkney Islands, in the month of November, 1831, in the latitude of North Renolench, and between that and Fair Isle, I experienced very bad weather, and was in a ship loaded with iron from Sweden bound to New-York. The ship leaked very bad, and after beating off there for several days, the men got very much beat out with fatigue, and one night, after getting the topsails close reefed, the watch went below. But not long after that, the mizen topsail went, the main course also soon went, and soon after the main topsail split. We had been obliged to carry sail to keep off the shore. The men were at work all night taking in sail, and so forth, and in the morning I ordered a new main topsail bent, and also another foresail, and while the men were on the main topsail yard, they saw the land. They had no time to get any thing to eat, and no time could be allowed for cooking even a cup of coffee. The weather was very cold, and I feared the men would give up. I accordingly sweetened some water and put in some ginger, which seemed to invigorate them, and they continued all that day working and getting sails up to the yards, which had been blown away the night previous, and our exertions were crowned with success; and we got the ship clear of the shore, without the aid of stimulating drinks. I might, if time allowed, add many more cases, but this must suffice for the present.’

Captain Caleb Curtis, for twenty years a mariner and ship master, used to furnish his men with spirits, but was led to the conclusion that it was useless, from observing that a fellow ship master, in the trade from Liverpool to Charleston, S. C., never gave his men grog. Although he was supposed to do this from parsimonious feelings, his men never complained; *he always sailed with three less men than ever shipped on board other ships of the same size*, and always had good men. Since it has become customary not to furnish grog, Captain Curtis hears no complaint for the want of it, and he does not find that seamen are more reluctant to ship on board temperance vessels, than on those in which rum is furnished. Captain Curtis thinks that more than one half of the vessels that sail out of the port of Boston, take no spirits.

Captain Edmund Gardner, a retired ship master of New-Bedford, states it as the result of his experience, acquired in ten voyages to the Pacific, in all capacities, from that of a common sailor to that of commander, that ardent spirits are entirely unnecessary and worthless as an anti-scorbutic. In

passing Cape Horn, he has been exposed to wet, cold, and rough weather, for more than six weeks together, on which occasions he was always able to preserve the health of his ship's company, by taking care, as far as possible, that they should have a dry change of clothing, when they left the deck wet, and by giving them plenty to eat, and tea made hot with ginger to drink. Experience has proved, that the American whaling ships may be at sea with their ordinary provision of stores about ten months, without great danger of scurvy, but not for a much longer period. Calculation is accordingly made by their commanders, to be able within that period, to recruit their stock of fresh fruit and vegetables. This is the only specific on which experience has taught them to rely, (apart from the necessary care to keep their men as cleanly, and their clothes and sleeping accommodations as comfortable as possible,) to prevent or cure that formidable and once frightful disease. The instances of death from this disease, on board the American whaling ships, are now exceedingly rare, and those of disability to perform duty far from frequent.

Captain Gardner performed five whaling voyages to the Pacific, and procured much of his oil near the equator, on the west coast of Mexico, and on Japan. He never found in these trying latitudes, nor in any of his voyages, any occasion for ardent spirits, except for external use. He was in the habit of brewing spruce beer, once a week, and thought this very serviceable to his people.

On the subject of the length of time, for which water can be preserved, Captain Gardner says he has kept it sweet and good for two years, in as hot weather as is to be found in any part of the globe. He thinks the water will never become corrupted, if the casks are vented. He gives it as the sum of all his observation and experience, that spirituous liquors are *never* necessary for the preservation of sea-faring men, nor conducive to their health.

Captain Walter Crocker, of Boston, commander of the ship *Israel*, in reply to the seventh query, says that the men 'will unquestionably be better, in any possible case, without spirit as a drink.' He answers the eighth and ninth questions in the negative, and in reply to the tenth he remarks 'that there is much better subordination without spirits, much better health in sickly climates, men are much more peaceable, contented, and happy among themselves, without spirit.'

Captain Richard Girdler, of Marblehead, commanded a temperance ship from 1825 to 1832. He found that 'his crew could endure more, that they suffered less, and performed greater labor, without ardent spirit than with it;' and he thinks that it is not necessary in any vicissitude of climate, as a drink, for the health or comfort of sailors. We quote the following passage from Captain Girdler's letter :—

'I sailed in the ship Grecian, upwards of two years, and had my shipping articles opened in large and legible characters, that no ardent spirits whatever should be allowed on board the ship, as former experience taught me that almost all the evils on ship board arose in consequence of rum-drinking. From this system I have experienced the most happy effects. I have lost no men by sickness or any other accident, and when visiting unhealthy climates, an early attention to the complaints of my crew has restored them to health. On the contrary, in pestilential climates, I have observed that intemperate seamen are generally victims, in consequence of their medicine having little or no effect on their constitutions.

'There is no difficulty in managing a sober crew; but all manner of evil is to be dreaded among the intemperate.'

Messrs. Mitchell and Co., engaged in the whaling business at Nantucket, state that since the year 1830 no spirits have been furnished in their vessels. In reply to the question, 'Do you think you ever derived any advantage from furnishing it?' they answer, 'Never; we have failed in several instances of obtaining voyages in consequence of it.' In reply to the seventh question, they say, 'certainly not; we know from *personal* experience, that change of climate or fatigue service is easier endured without ardent spirit, than with it.' In reply to the eighth interrogatory, they observe, that 'during a voyage of forty-two months in the Pacific Ocean and on the coast of Japan, no ill effects have ever been discovered in consequence of the absence of spirit, either to health or strict subordination.' These gentlemen farther say, that they have long been of opinion, that ardent spirit was a useless article on board ship, as part of the stores; and in the year 1830, they determined to try the experiment of sending their own ships to sea without it. The answers quoted above, to the queries propounded by the Committee, show the entire success of the experiment.

The letter of Messrs. Mitchell and Co. is accompanied with

a list of twenty-seven vessels, employed in the whale fishery, out of the port of Nantucket, and navigated entirely without ardent spirits. The whole number of whale-ships out of this port, including three just launched, was, on the eighth of last May, seventy-seven. We are sorry to see that twenty-seven only had as yet dispensed with the treacherous poison. But we entertain no doubt, that, when the practical good sense and sound judgment of the ship owners in Nantucket shall be turned a little more carefully to the question, they will, both from a regard to their own interest, and tenderness to the welfare of their seafaring brethren, remove this fruitful cause of disease, poverty, and ruin from their reach. New-Bedford has done better in this respect than Nantucket; and we own it is a new idea to us, that Nantucket, in proportion to her means and resources, should be outdone in any bold or good work, in any quarter. Sad indeed were the fact, if they, who bravely and successfully attack the great monsters of the deep, should be unable to stand in contest with the venomous worm of the still.

Captain Edward Richardson, of New-York, speaks from seventeen years' experience, as a ship master. His substitutes for spirit, (which he formerly furnished,) are cold water, coffee, and tea. He found spirits, under all circumstances, injurious, and for the last six years that he has abandoned the use of them on ship board, he has had much less sickness to contend with. The following remarks of Captain Richardson deserve very serious consideration, on the part of ship owners and ship masters, that have the cause of temperance really at heart. After stating that three ships, in which he is concerned, are 'thorough temperance ships, and do not furnish ardent spirits for officers or seamen, and none for passengers, except as medicine;' he adds, 'ships are *called* "temperance ships," if they ship their sailors to do without grog, and carry the old fashioned case in the cabin, for officers and cabin passengers. I hope great care will be taken that such ships do not get upon your list. But very few ships give the sailors grog now, and there are but very few, that do without it in the cabin. The great difficulty, in the way of the temperance reform among seamen, is the backwardness of merchants.'

The communication of Captain B. B. Williams, of the Henry Thompson of Boston, is particularly valuable. He observes,

that the shipping articles of his vessel, like those of *most of the vessels* out of the port of Boston, are headed, 'no ardent spirits allowed.' Formerly it was considered a part of the contract to furnish grog: now the custom is fully established the other way, and there is no difficulty in shipping crews on the principle of total abstinence; in fact the question is never asked. The principal difficulty, in carrying into effect total abstinence on board of vessels, is the intervention of landlords, who are the agents for shipping the crews. Sailors can be obtained only through the agency of these landlords. The landlords generally give them as much as they will drink, while their money lasts. They are then shipped, and must often be taken on board in a state of intoxication. *Delirium tremens* follows, and it is some time before they can be reduced to the abstinence required. They then become as useful and able seamen as any on board, and do their duty faithfully. Captain Williams states, that almost all the insubordination, which he has known in twenty years, proceeds from intoxication. It is easy to keep the sailors from the use of ardent spirits on ship board, and there is no murmuring when they find they must submit to it. But the moment they get on shore, they fall into the hands of the landlords. Their old propensity returns upon them;—they are treacherously tempted to gratify it. They indulge in excess till their money is gone, and they are again shipped in a state of intoxication.

Captain Williams gives it as his opinion, that about one seaman in twenty will refuse ardent spirits altogether. Very few are able to resist the temptations to excess, which are thrown in their way on shore. It has been the practice of some commanders of vessels, even against their inclination, to furnish spirits to intemperate sailors, whose craving appetite, it was thought, could not safely, at once, be deprived of its wonted gratification. That this, however, is erroneous, is established by the experience of the House of Correction in Boston. No spirits are allowed there; and out of one hundred and twenty-six drunkards, received from the tenth of July to the twenty-fourth of September, 1833, not one died. The remedy applied in *delirium tremens* is wormwood tea, as hot as it can be drunk. Almost the only cases of sickness in the House of Correction and Marine Hospital are those of *delirium tremens*; and this treatment usually turns out the patient in health, and in a condition to labor, in one or two weeks.

It is Captain Williams's belief, that though ship owners and ship masters are doing a great deal to encourage temperance among sailors, their efforts never can be wholly effectual, so long as the present mode continues of shipping sailors, through the agency of landlords, who have them completely in their power. The landlords come on board vessels arriving in port, often before their sails are furled, (*which it is impossible to prevent?*) with bottles in their pockets, and tempt the sailors to drink. If a sailor drinks, he is generally secured. The landlord takes the sailor to his house, and when the sailor and his clothes are once there, the latter are held for a week's board. By the end of a week, his funds are generally low, and he is then obliged to wait for an advance on a new shipment, to get out of the house of his landlord. Captain Williams mentions the following fact, as being within his knowledge. A sailor who had been a voyage with him was paid off about a hundred dollars, and was taken by a landlord to his boarding-house in the evening, by the mode of seduction just mentioned. The next morning he wished to get his clothes out of the clutches of his landlord, that he might go home in another vessel. The landlord refused to deliver them. His bill was eight dollars, and one item in it was sixty-six glasses of grog. He had been in the house from supper time till the next morning at breakfast. He had offered to pay the bill, but the landlord refused to receive the money; nor was it till Captain Williams interfered, that he would surrender the clothes, and take the payment of his bill. This is but an example of the abuses which exist in the sailor boarding-houses. It is evident in the present case, that the poor fellow,—his pockets filled with his hard earned dollars,—was plied to drink all he could possibly take into his stomach, and on the charitable supposition that all the grog charged to him had been delivered to somebody, we must still presume, that a great part was consumed in promiscuous good fellowship about the bar. Kept in a state bordering on intoxication,—unable by the detention of his effects to get away,—stimulated by the wretch who was plundering him, and his vile confederates of both sexes, he would, of course, in three or four days have run through his hundred dollars, without supposing him to be actually robbed, as is no doubt often the case. This done, he is kept two or three days longer, pillaged of all his extra clothing and the advance of another shipment, and then brought down, in

a state of intoxication, and put on board ship, for another voyage.

We have long been of opinion, that the sailor landlord system is one of the most crying evils amongst us. Cruelty, fraud, immorality, and the degradation of the merchant service, and in consequence, of the Public Marine, are all contained in it. The character of the sailor is kept by it, in a state of eternal abasement. It is a short process, and told by Captain Williams in two sentences. The seaman enlists on board a temperance ship ; he makes his voyage, and while it lasts, abstains from ardent spirits. Thus far he is in the path of virtue. He is able to sustain the hardships of the sea, without having his system eaten up by fiery stimulants, and he brings home a little stock of money, dearly earned. No serious danger awaits him, with this one fatal exception. There is no particular obstacle to his perseverance in good courses. He is exposed to no other temptations, than those, which beset the rest of the community similarly situated. There is no reason why he should not seek out his aged parents, perhaps in some inland village ; comfort them with a portion of his earnings ; possibly find the love of his native spot revive in his heart, and form the determination of marrying Susan, or Eliza, or Jane, his sweetheart before he went to sea, and cultivating a small piece of land the residue of his days. There is no reason, why, if he wishes to pursue a course like this, but wants a little more money to enable him to stock his little farm, he should not put his hundred dollars in the savings' bank and go another voyage. Or he may set up a bit of a shop in the city, and trade in a small way ;—or if he can read and write, he may work his way up from the fore-castle to the cabin. In fact, the sailor, instead of being, by any necessity of the case, a needy, shiftless creature, enjoys opportunities of getting up in the world, not possessed by the mass of the laboring population. It is a little capital which is wanted for a start in life ; and the great difficulty is to overcome this want. Now the very nature of the sailor's calling, in a well conducted ship, brings him home, at the end of his voyage, with a clear hundred or two of dollars in his pocket. Why should he not make as good use of it, as the young man who comes from the interior and works a year or two on a farm, for his ten dollars a month ; or as those of either sex, who, by a few years passed in a factory, amass a little capital, which

enables them to return to their native villages and make advantageous establishments for life? But not so the sailor. In consequence of this execrable landlord system, an organized band of merciless tigers lies in wait for poor Jack, on his arrival in port. Before the sails are furled, some one of these is on board, to tempt him with a bottle of rum ; and this, says Captain Williams, cannot be prevented. If we were Captain Williams, we would try it. We would treat the man, who should thus illegally trespass on the deck of our ship, for the infernal purpose of corrupting the morals and plundering the pockets of our crew, as we would treat the man, who should intrude into our house, with a bottle of rum in his pocket, to practise the same villany on the members of our family. A captain's ship is his castle, and his crew are his children and apprentices ; and the virtuous ship master, who knows how to keep a vagabond out of his house, that should come there to get his child or his hired man drunk, knows how to protect the honest fellows under his command, from this part at least of the perils to which they are exposed. But this, alas, is but a part,—a small part,—of the danger. The sailor once landed, it seems as if there were on earth no eye to pity and no arm to save him. He must have a night's lodging. He cannot go to the Tremont, nor the Bromfield House, and he falls, almost by necessity, into the hands of a 'landlord.' Once in his fangs, how can he escape ? It is not in human nature. Tempted by the hospitable glass offered him as a pledge of welcome ; exhilarated by the firm tread of the earth under his feet,—the bustle of land,—by indulgence in all that can tempt his palate,—by the other and still more dangerous seductions that beset him, what can he do?—Drink, drink, drink ; and in this, sacrifice at once, money, temperate habits, health, the power of self-control,—the good resolutions taking root in his heart,—and reduce himself, in a few days, to the cruel necessity of embarking on another voyage, needy, destitute, hopeless.

The case is enough to make a man weep tears of blood. In more than half the cases, the sea is resorted to as a school of discipline. The young man is thoughtless, or he has not had a good home ; or he has never been blessed with the vigilant inspection of the parental eye ;—or with these guards, he has not done all he ought to have done ; he is restive when the yoke of life and duty is first put upon him ; and he is obliged, as the phrase is,—to go to sea. He is froward, but not

hopeless ; wild, but not desperate. He needs restraint ; but he does not deserve to be trampled into the mud of iniquity and despair. Removed from temptation on ship board, kept to constant and regular labor, under a judicious commander ;—made to taste of the hardships of the life into which he has thrown himself ;—with opportunities, as he sits listlessly on deck in his night watches, gazing into the sky, to think of the father, the mother, or the sister, whom he left weeping at his perversity under the roof beneath which he was born ;—there is no reason in the world to despair of his return to the right way. Many a heart-felt sigh of regret mingles with the gale that threatens the bending topmast ;—many a virtuous resolution responds to the cry of ‘ all hands on deck,’ when it summons the poor sailor,—his watch hardly closed,—drenched, chilled, stiff, and sore, from his hammock to the shrouds, in a pelting wintry storm. But all in vain. The devil’s sentinel is on the watch for him, before he gets to land. A monster, that gets his living out of the poverty, disease, and sufferings of seamen, is in wait for him. He carries a poison in his pocket, by which he stupifies his senses, till he can get him into his power, and then plunders him systematically, at his leisure, and without remorse.

Is there no remedy for this ? There must be. It is not possible, that an evil so gross, so definite, so undisguised, so organized, should be without a remedy, complete or partial. It must, we think, begin with ship owners, and ship masters. Let them, in the first place, refuse all countenance to the class of landlords such as we have described ; and especially let them refuse to ship any seaman who does not offer himself, and finally come on board ship to sail, in a state of sobriety. This would strike at the root of the system ; for it would prevent the landlords from regularly getting rid of their victims, in a state of intoxication. There are, we believe, some boarding-houses for seamen, on the temperance principle, and there will, we trust, before long be more. Let some of those virtuous seamen, who, as Captain Williams thinks, in the proportion of one to twenty, are able to hold out against the fascination of ardent spirit, be encouraged to keep boarding-houses for their brother tars, and let a preference be given to them in shipping crews. Let every ship master affectionately put his men on their guard against the dangers that await them, and caution them against the vagabonds that prowl

about the wharfs, to seize them, on their landing. Let the author of ' *My Mother's Gold Ring* ' write a tract, especially calculated to be put into the hands of sailors about to land. Let the municipality conscientiously administer the power, with which they are clothed,—(a power of life and death, vastly greater in the result, than that of the magistrate who is authorized to sentence the felonious perpetrators of a few capital crimes,)—the power of multiplying or reducing the number of legalized poisoners ; and let the law of the land turn one of its argus eyes toward the high-handed infractions of its provisions, which are daily committed in the sailor boarding-houses. These, with the blessing of Heaven on the means of direct religious instruction, might do much. In this last respect, the port of Boston is signally favored in the labors of the reverend gentleman, (Mr. Taylor,) who so assiduously, skilfully, and honorably devotes himself to the moral and spiritual improvement of those, whom he is not ashamed to call his brother tars. May his health be spared ; and his heart cheered.

But we have been insensibly led from our immediate purpose, which was to present our readers with an abstract of the ' testimony of the American merchants and sea captains,' on the subject of temperance, as collected by Mr. Delavan. Captain Harding, of the ship *Romulus*, has made a very valuable communication. We think we cannot do better than quote it entire.

' This paper being put into my hands yesterday by one of the advocates of temperance among seamen, Capt. E. Richardson, I have answered the within-named questions from my own experience, except as it regards whaling ships, having never been in that trade. I am now 54 years of age, have commanded a vessel since the year 1801, almost 33 years, without any interruption, except that occasioned by the embargo and war. I always furnished ardent spirits to my crew, then considered a necessary part of ship stores, and used it myself, until April, 1828, when, having become a subscriber to a temperance paper published in Boston, called the *National Philanthropist*, edited by Rev. Wm. Collier, and taking a yearly file of those papers with me to sea, my eyes were opened for the first time to see this important subject in its true colors. I immediately abandoned the use of ardent spirit in all its forms and names, and have not directly or indirectly used any since. Changing my employ soon after, my owners were distillers of N. E. rum, and when I joined the vessel, brig *Iris* of Portsmouth, N. H., 250 tons, the usual barrel

of N. E. rum was on board among the stores, and although remonstrated against by me, was not taken out, the owners believing the ship's duty could not be so well performed without it as with it; the bad effect of which was seen by me, by the pilot getting drunk, and running the vessel on shore in the Mississippi, and felt by the owner, in paying for a steam-boat to tow her off. Having his rum returned the second year without being used, he has not troubled me with it since. He is quite a large ship-owner at Portsmouth, all of which, I believe, now sail on the temperance plan, notwithstanding he is a manufacturer of N. E. rum still. The ship *Romulus*, I have commanded since September, 1831. In her I made one voyage to New-Orleans, Havre, the Canary Islands, and back to New-York; and in May, 1832, sailed to Canton, and returned in August, 1833; and my last voyage from Havre to Mobile, last September, and thence to Liverpool, from whence I have just returned, have all been performed without ardent spirits being furnished to the crew or officers, not having any *for cabin use, nor even for passengers*. I find no inconvenience arising from it; on the contrary, I have an orderly and obedient crew, no noise or profanity, or disobedience. I would not be understood by this to say, that sailors themselves have, as a community, become sober and temperate, except when placed on ship board, where the intoxicating liquor cannot be obtained; for I usually have to cleanse the fore-castle of that *common disturber* on first going to sea, after which all is peace and quietness. As it respects reformation among seamen, I fear those accounts we have so often seen in our marine periodicals have been much over-rated. I would by no means wish to discourage our benevolent citizens, who have done and are doing so much to bring about a reformation in the morals of seamen; they have my best wishes, exertions and prayers for success.

‘In answer to your 8th question I say, that when I was in the habit of using ardent spirits, when wet and fatigued at sea, on going below to refresh and shift myself, I thought a *little toddy* was absolutely necessary to prevent taking cold; but now that I am more than fifty years old, I can get wet, cold and fatigued, go below and put on dry clothes, and if thirsty take a drink of water, and feel no inconvenience whatever, so that in this case I answer from actual experience.

‘Wishing you every success in this benevolent undertaking, I am, sir, your most obedient servant in the temperance cause.’

A very valuable hint is dropped by Mr. William Savage. ‘I think it as essential,’ says he, ‘that no spirit should be furnished in the cabin for the officers, as that the men should be

without spirits. In the early part of my life, I made many voyages to sea, as supercargo often, and as passenger. I have seen many instances of the ill effects of a master or a mate's taking a strong glass of grog; though not absolutely drunkards, it was easy to perceive that a strong glass of grog, and particularly a second one, deprived the officer of a part of his cool judgment. I have seen much evil, but never the least good, from having rum on board; all quarrels at sea have rum for their foundation.'

From a communication of Mr. Joseph Rickehen of New-Bedford, it appears that of one hundred and eighty-six vessels in the whale fishery, out of that port, one hundred and sixty eight are temperance ships; and eighteen out of thirty in the merchant service! This statement is in the highest degree creditable to the ship owners and ship masters of that place, and we trust they will find an ample reward in the prosperity of their business, and in the calm consciousness of having done their duty to their poor brethren, engaged in their service, in the arduous and perilous labors of their calling.

We cannot but express, in conclusion, the hope that extensive circulation will be given to the valuable papers, of which we have laid the substance before our readers. They are of high public interest. The subject goes to the strength of the navy, to the prosperity of the merchant service, to the health and morals of our seamen and all connected with them, and it has not yet been sufficiently attended to by the public at large.